

Miami Dade County

Stephen P. Clark Government Center
111 N.W. 1st Street
Miami, Fl. 33128



LEGISLATIVE ANALYSIS

Tuesday, April 20, 2004
9:30 am
Commission Chambers

Board of County Commissioners

Government Operations and Environment Committee

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING CHANGE ORDER NUMBER ONE AND FINAL TO THE CONTRACT WITH SUBAQUEOUS SERVICES, INC., FOR RED ROAD PHASE II CANAL REPAIR, RESTORATION, AND SEDIMENT HANDLING, PROJECT NO. C02-DEEM-EEC (DEPARTMENT OF ENVIRONMENTAL RESOURCES MANAGEMENT CONTRACT NO. CF002230)

Department of Environmental Resources Management

I. SUMMARY

Change Order No. One and Final to the Contract with Subaqueous Services for the Red Road Phase II Canal Repair.

II. PRESENT SITUATION

The project included the removal of sediment and debris depositing in the Red Road Canal, the use of equipment and personnel, comprehensive traffic control, disposal of sediment and debris at approved disposal areas, and maintenance of project records to facilitate audit and inspections.

III. POLICY CHANGE AND IMPLICATION

Change Order No. One would increase the total amount of the contract by \$413,167.25, and would add four new pay items to the contract. These items were used to conduct the operations that were needed to the canal.

Embankment repair	\$ 40,600.00
Culvert removal	\$ 50,000.00
Headwall and related embankment repair	\$ 626,061.00
Boulders for embankment stabilization	\$ 610,744.80
Total	\$1,327,405.80
Less cost underrun	\$ 914,238.55
Net increase	\$ 413,167.25

The work under the contract came under the initial estimate. (Cost underrun of \$914,238.55).

IV. ECONOMIC IMPACT

The total additional dollars allocated to the existing contract is \$413,167.25.

Breakdown of Funding sources:	Federal FEMA	75 %
	State of Florida	12.5%
	Miami-Dade County	12.5%

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V. COMMENTS AND QUESTIONS

This contract is not asking for a time extension. The contract has been completed since August 2003; the contractor is awaiting approval for payment to be rendered.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION DECLARING THE ACQUISITION OF A CONCRETE BRIDGE, CROSSING THE TAMIAMI CANAL (C- 4), AT SW 137 AVENUE, TO BE A PUBLIC NECESSITY; AND AUTHORIZED THE COUNTY MANAGER AND THE COUNTY ATTORNEY TO EMPLOY APPRAISERS AND EXPERT WITNESSES, OBTAIN REQUIRED ENVIRONMENTAL AUDITS, AND ACQUIRE THE CONCRETE BRIDGE AT VALUES ESTABLISHED BY THE APPRAISALS OR BY EMINENT DOMAIN PROCEEDINGS; INCLUDING A DECLARATION OF TAKING NECESSARY

Public Works Department

I. SUMMARY

This resolution seeks approval for the Public Works Department (PWD) to attain a privately owned concrete bridge, crossing the Tamiami Canal(C- 4), at SW 137 Avenue including the deck together with all abutments, footings, pilings and other strictures. This will be necessary for the expansion of West 137 Avenue, from SW 8 Street to NW 12 Street.

The County Manager and County Attorney affirms to employ appraisers and expert witnesses, obtain required environmental audits, acquire the subject concrete bridge at values established by the appraisals or by eminent domain proceedings, including a deceleration of taking as necessary.

II. PRESENT SITUATION

The Public Works Department (PWD) acquired the necessary parcels in and around the area for the road improvements from the north side of the bridge to NW 12 Street along West 137 Avenue. Eventually, certain parts of the bridge will be demolished and the construction of a nine lane bridge will be completed over the same location at Tamiami Canal (C-4).

The existing bridge will be arranged for traffic flow for a period of twelve to eighteen months as the partial construction of the new bridge is completed.

The proposed new bridge will have the following:

- connection to the future West 137 Avenue;
- consisting of six-lane roadway; and

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- raised/painted median including curb and gutters, sidewalks, storm drainage system, pavement markings, signage, roadway lighting, signalization, and culvert crossing over the Mudcreek Canal.

III. POLICY CHANGE AND IMPLICATIONS

According to the language on this item, the County will have authority to proceed with the use of a *Declaration of Taking* "Quick Taking" in order for the construction to proceed as scheduled. If needed, under the "Quick Take" proceedings, the County is committed to acquire the properties at a price established by jury trial.

IV. ECONOMIC IMPACT

There is no specific dollar amount established by staff for the proposed new bridge project. Also, there is no funding source identified for this project.

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

- 1) Has Commissioner Diaz been notified of the proposed bridge project? If so, are there any objections/concerns from the Commissioner?
- 2) Were there any costs associated in acquiring the parcels for the roadway improvements from north side of the bridge to NW 12 Street along 137 Avenue?
- 3) Will PTP funds be used for any part of this project?
- 4) Please identify the funding source for this project?
- 5) If possible, please provide an approximate completion date.
- 6) If possible, please let me know how much will the County pay for the acquisition of the proposed concrete bridge?
- 7) In what condition (structural) is the bridge in?
- 8) Will there be any Community Small Business Enterprise (CSBE) goals?
- 9) Please let me know how many lanes does the current bridge have? Also, how many lanes will be designated "under construction" or closed for public traffic during the twelve to eighteen months of construction?

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

*RESOLUTION APPROVING CHANGE ORDER NO. ONE (UNILATERAL) TO
THE CONTRACT WITH M. VILA & ASSOCIATES, INC. FOR SW 97TH AVENUE
FROM SW 40TH STREET TO SW 8TH STREET*

Public Works Department

I. SUMMARY

This resolution authorizes the approval of Change Order No. 1 (Unilateral) Project No. 610040 issued to M. Vila & Associates Inc. by Public Works Department (PWD).

II. PRESENT SITUATION

M. Vila & Associates, Inc. was awarded Project No. 610040 to enhance a three lane roadway with an additional enhanced fourlane intersection, which include left turn lanes, storm drainage, sidewalks, curbs and gutters, traffic signals, pavement markings, and other enhancements near SW 16th Street.

While M. Vila & Associates, Inc. was constructing in the area, unknown circumstances (utility conflicts, necessary design changes to accommodate unexpected field conditions and adverse weather) caused the contractor to postpone the work. Unpredictable utility conflicts included replacement of fiber optic cables at the intersection of SW 97th Avenue and SW 16th Street. Modification of the design include 1) revision to the sixteen drainage structures to accommodate changes in swale grade; 2) modification to the roadway design plans at SW 97th Avenue between SW 16th Street and SW 15 Street, and ; 3) modifications to the back sidewalk elevation at various locations to accommodate adequate ingress/egress to private property.

Additionally, the contrador has not commenced the construction in or around the bridge as indicated in the original schedule.

Currently, the Change Order is classified as Unilateral since the contractor is unwilling to adhere to the changes, as M. Vila & Associates, Inc. does not agree with the number of days recommended.

III. POLICY CHANGE AND IMPLICATIONS

The Change Order does the following:

Increase contract time for unanticipated work to March 13, 2004. (194 days past original contract completion date of September 1, 2003).

IV. ECONOMIC IMPACT

None.

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

- 1) By halting the project, would the contractor be impacted to not meet the CSBE goals?
- 2) Will PTP funds be used for any part of this project?
- 3) Please provide the funding source for this project?
- 4) Was a consultant and a surveyor hired for this project?
- 5) If any of the two above or both services were needed, please submit the total costs for their services?
- 6) If the revised completion date was March 3, 2004, please explain why is the GOE committee receiving this recommendation on April 2004? Was the work completed? Do we need to amend this changeorder?

It has become popular on County projects to recommend extension of time and/or increase the total cost with Change Orders. Many of these extensions and increases to cost are blamed on unforeseen circumstances, omission errors and design error. Without a doubt it is not possible to anticipate additional conditions during construction projects.

However, some may argue that the County is not doing enough in observing low offers that eventually increase time and/or total cost. Whenever possible, departments should inspect in advance and remedy conditions in and around future project sites.

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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING REQUEST FOR WAIVER OF COMPETITIVE BIDS AND RETROACTIVE APPROVAL OF CHANGE ORDER NO. ONE TO THE CONTRACT WITH A NATIVE TREE SERVICE, INC. FOR ANNUAL ROADSIDE TRACTOR MOWING CONTRACT NO. 2 – ZONE C (MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT PROJECT NO. 621463)

Public Works Department

I. SUMMARY

This resolution authorizes the waiver of the competitive bidding process and seeks the approval of Retroactive Change Order No. One between **A Native Tree Service, Inc.** and Miami-Dade County for roadside tractor mowing services throughout Miami-Dade County.

II. PRESENT SITUATION

A Native Tree Service, Inc. was awarded Project No. 621463 for roadside tractor mowing including litter pick up, edge trimming, clearing and grubbing, and other miscellaneous landscape maintenance services, adjacent to improved County roads at various locations throughout the County.

While A Native Tree Service, Inc was mowing and picking up litter and other miscellaneous landscape maintenance services, National Landscaping, Inc. went out of business for zones A and B. During this time, S.P.E.C. Inc. and A Native Tree Service, Inc. were offered zones National Landscaping, Inc. serviced. S.P.E.C. Inc. declined the contract and Public Works Department (PWD) awarded the project to A Native Tree Service, Inc.

III. POLICY CHANGE AND IMPLICATIONS

Change Order No. One will increase the contract amount by \$316,800.00 and extend the contract completion date until June 9, 2004.

Some Commissioners have been hesitant to approve waiving the competitive bidding process, with the hope that the competitive bidding process is reflective of the diverse work force in our community. Commissioners are concerned that only certain segments of the community are receiving County contracts.

IV. ECONOMIC IMPACT

The original contract amount was agreed upon by (PWD) to be:

\$225,562.21 for Zone A; \$180,125.41 for Zone B; \$115,023.55 for Zone C; \$264,125.51 for Zone D; \$236,339.82 for Zone E; \$197,209.65 for Zone F; and \$112,613.84 for Zone G.

The combined project total is \$3,993,000.00 for three years for all seven zones.

According to (PWD), increasing the original contract amount should cover compensation for A Native Tree Services, Inc. for work performed since December 2003 and provide continuity of service for six months or until a new contract is available for zones A, B and C.

Original Contract Amount:	\$345,070.65
Change Order No. One:	\$316,800.00
Adjusted Contract Amount:	\$757,162.58
Percentage increase:	(+) 119.42%

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

Please let me know if there are other contractors in zone C that could handle this type of work? If there are, please provide me their names and ethnicities.

Are zones A, B and C distressed areas of Miami-Dade County? If so, were these forwarded to the Department of Business Development to ensure that contractors did not circumvent the Work Development Ordinance?

How many minority firms were included in the bid process?

Do you foresee other zones needing change orders?

Please explain the unforeseen circumstances?

Please explain what happened to the surplus from zone D?

Please provide me a breakdown on the adjusted contract amount including this change order \$757,162.58.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

*RESOLUTION APPROVING CHANGE ORDER NO. ONE TO THE CONTRACT
WITH R. L. SAUM CONSTRUCTION COMPANY, INC. FOR VENETIAN
CAUSEWAY TOLL PLAZA RECONSTRUCTION PROJECT NO. 662451*

Public Works Department

I. SUMMARY

This resolution authorizes the approval of Change Order No. 1 Project No. 662451 issued to R. L. Saum Construction Company Inc. by Public Works Department (PWD).

II. PRESENT SITUATION

R. L. Saum Construction Company, Inc. was awarded Project No. 662451 for the demolition and construction of a new toll plaza canopy structure, new toll booths, administration building, parking area, bike paths and walkways, including reinstallation of the electronic toll system in the new facilities.

While R. L. Saum Construction Company, Inc. was constructing in the area, unknown circumstances (utility relocation) caused the contractor to postpone the work. A City of Miami contractor during the relocation and installation of an existing pipeline damaged the seawall tiebacks. The setbacks impacted the designated detour lane to reroute the Venetian Causeway traffic. Moreover, not until a detour safe passage was completed by officials, the demolition of the existing toll facility did not begin.

Because of the City of Miami contractor's negligence, Public Work staff has requested that City of Miami officials reimburse the County for the delays endured by R. L. Saum Construction Company, Inc.

III. POLICY CHANGE AND IMPLICATIONS

Change Order No. One will increase the contract amount by \$62,320.97 (+) 2.98% and extend the contract completion date until January 3, 2004.

The revised completion date was January 3, 2004; however, (PWD) is presenting the item before the GOE committee on April 2004. (93 days past original contract completion date of October 2, 2003). *Why has this item taken several months to go before the committee?*

IV. ECONOMIC IMPACT

The original contract amount was agreed upon by (PWD) to be \$2,089,106.88 for demolition and construction of a new toll plaza canopy structure, new toll booths, administration building, parking area, bike paths and walkways, including reinstallation of the electronic toll system in the new facilities. According to (PWD), increasing the original contract amount should cover compensation losses for the contractor.

Original Contract Amount:	\$2,089,106.88
Change Order No. One:	\$62,320.97
Adjusted Contract Amount:	\$2,151,427.85
Percentage increase:	(+) 2.98%

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

- 1) By halting the project, would the contractor be impacted to not meet the CSBE goals?
- 2) Will PTP funds be used for any part of this project?
- 3) Please provide the funding source for this project?
- 4) How much will the County collect from the City of Miami?
- 5) Please provide a breakdown for the monetary losses endured by the contractor?
- 6) If the revised completion date was January 3, 2004, please explain why is the GOE committee receiving this recommendation on April 2004? Was the work completed? Do we need to amend this changeorder?

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING EXECUTION OF FOUR TRIPARTY PRE-EMPTION AGREEMENTS AMONG MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA EAST COAST RAILWAY, LLC AND CSX TRANSPORTATION, INC. FOR THE SYNCHRONIZATION OF RAILROAD CROSSING DEVICES AND TRAFFIC SIGNALS AT FOUR LOCATIONS

Public Works Department

I. SUMMARY

This resolution authorizes the approval of four TriParty Pre-Emption Agreements. Two of these agreements are among MiamiDade County, the State of Florida Department of Transportation, and Florida East Coast Railway, LLC. The other two agreements are among Miami-Dade County, the State of Florida Department of Transportation and CSX Transportation, Inc.

II. PRESENT SITUATION

The traffic signals at the intersections and the railroad crossing devices (flashing lights and gates) currently operate independently from each other. The attached agreements provide for synchronization of the traffic signals and the railroad crossing devices at those locations to avoid the presence of vehicles on the railroad tracks when trains are approaching.

The Florida Department of Transportation will pay for Florida East Coast Railways, LLC and CSX Transportation, Inc., to physically connect the traffic signals and railroads crossing devices and Miami-Dade County will synchronize their operations and maintain the physical interconnection from the pullbox at the crossings to the signal at the intersections.

III. POLICY CHANGE AND IMPLICATIONS

Miami -Dade County will potentially be liable for any damages including injuries or accidents due to a malfunction or lack of maintenance of the connection from the pull box at the crossings to the traffic signals.

IV. ECONOMIC IMPACT

Funding is identified under the Secondary Gas Tax.

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V. COMMENTS AND QUESTIONS

Background:

State of Florida Department of Transportation, called the "Department"

Florida East Coast Railway, LLC, called the "Company"

Miami-Dade County, called the "County"

1. THE COMPANY, at DEPARTMENT'S expense, will furnish a preemption synchronization circuit hereafter called "synchronization devices" to a common cable junction box.
2. The DEPARTMENT, at its expense, will install or have installed all cable, circuitry and related equipment, required to operate the highway devices in a coordinated and synchronized manner; will provide the connecting cable from the highway devices to the common cable junction box with sufficient cable to be connected to terminals in the railroad's control case and will configure the preemption circuit with its system whereby a failure of the highway devices will not cause an unsafe condition. All work to be in accordance with the "Specifications for Installation of Traffic Signal Synchronization Along Florida East Coast Railway right of way" appended hereto as Exhibit B and by this reference made a part hereof.
3. The DEPARTMENT, at its expense, will install or have installed a cable to provide 120 volts of ac power to the COMPANY'S control case for operation of the crossing devices and it's synchronization circuits.
4. The common cable junction box and all inter-connecting cables shall be deemed the property of the COUNTY; and shall be maintained by the COUNTY.
5. The DEPARTMENT, at its expense, will construct, and the COUNTY, will upon final acceptance of the installation, operate and maintain the highway devices and agrees to give the COMPANY sufficient notice prior to making any changes in the operation thereof which, in any way, might affect the coordination features of the crossing devices. In the event said highway devices, and/or coordinating facilities of the COUNTY become inoperative, COUNTY will notify railroad and restore or repair such devices and/or facilities promptly, and use other means including, traffic control personnel or law enforcement personnel to control the flow of traffic at the traffic signal locations at any time the Highway Devices or pre-emption are inoperative so as to clear the highway/railroad grade crossing before the approach of trains.
6. The COMPANY, at the COUNTY'S expense, will operate and maintain the crossing devices and likewise agrees to give the COUNTY sufficient advance notice prior to making any changes in the operation thereof which, in any way, would affect the coordination features of the COUNTY highway devices. In the event said crossing device, and/or coordination facilities of the COMPANY become inoperative, COMPANY will notify COUNTY and restore or repair such devices and/or facilities promptly.
8. The cost of any adjustment, relocation of cable, circuitry, and related equipment, upon written notice from the COMPANY, that the relocation is necessary due to railroad operations, including, but not limited to, track relocation, maintenance, or replacement, or because of changes or additions to the COMPANY'S train control signals or communication equipment, shall be borne by the COUNTY.

*Under the mutual undertaking, The "Company" (Florida East Coast Railway, LLC) will furnish circuit devices called **synchronization devices** to a common cable junction box. The "Department" (State of Florida Department of Transportation) will install all cables, equipment, connect cables to operate the highway devices, connect cables to the common case and will configure the preemption circuit with its system.*

All work done by the State of Florida Department of Transportation the "Department" will be in accordance with specifications provided by the Florida East Coast Railway the "Company." Additionally, the "Department" will install a cable to provide 120 volts of ac power to the "Company's control case for operation of the crossing devices and the synchronization circuits.

If the "Company" and the "Department" are working together to address major undertakings as set forth above, why should the "County" be liable or accept final invisible conditions "as adequate under the specification set forth by the Florida East Coast Railway, LLC."

The County is not included in the process (major installation of circuitry) connection of devices and synchronization of equipment. Under paragraph 5., the language indicates that the "County" will accept installation, operate and maintain the highway devices. Furthermore, the "County" will restore or repair such devices and/or facilities promptly. Some may argue that County departments are at risk under this agreement, as the County did/will not participate in the initial installation and/or synchronization of equipments. Avoidance of this "hidden" risk demands certain measures that should be undertaken to avoid or minimize such liability.

All identities involved in this agreement should follow certain steps to consider the agreement effective:

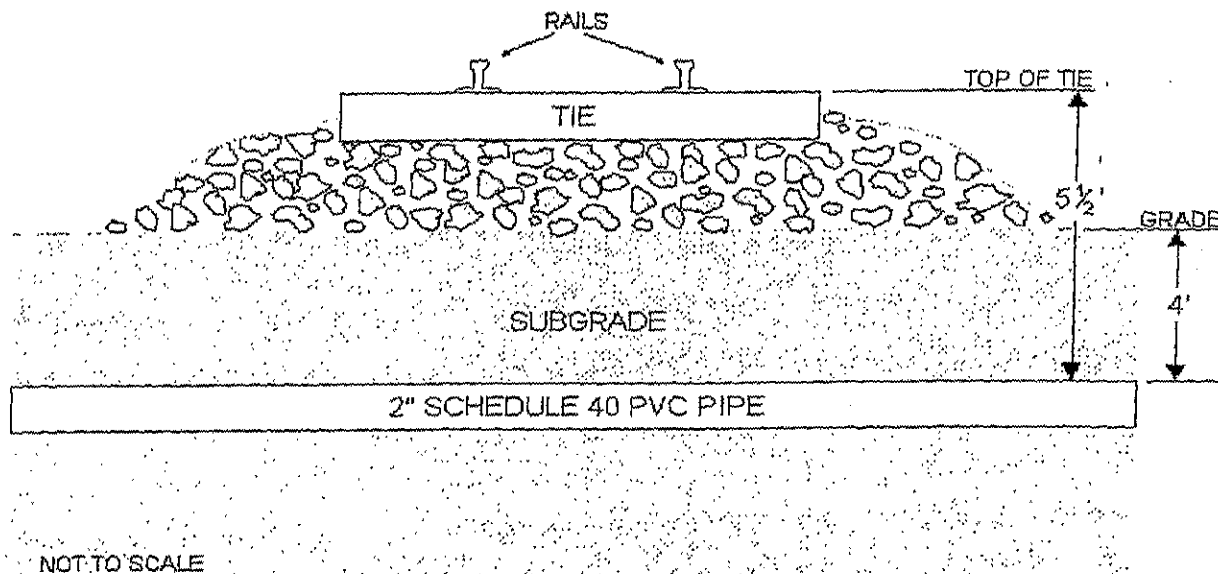
- 1. All identities involved in the "Railroad Reimbursement Agreement" must have compliance standards and procedures to be followed by all parties that are reasonably capable of reducing the prospect of liability to one identity.**
- 2. Establish within the agreement overall responsibility to one identity to oversee compliance with standards and procedures in all aspects of the installation and synchronization of equipments**
- 3. The Florida East Coast Railway, LLC must have "due care" not to delegate significant responsibilities to County and the State of Florida Department of Transportation officials who may have individuals that do not understand the purpose and scope of work.**
- 4. The Florida East Coast Railway, LLC must take reasonable steps to ensure compliance and enforce standards in the specifications submitted to the State of Florida Department of Transportation.**

Issues involving the impact of safety are paramount throughout the County.



EXHIBIT B
FLORIDA EAST COAST RAILWAY COMPANY
ONE MALAGA STREET, P.O. DRAWER 1048, ST. AUGUSTINE, FLA. 32085
OFFICE OF THE GENERAL MANAGER, SIGNAL AND COMMUNICATIONS

**Specifications for the Installation of Traffic Signal Synchronization
Along Florida East Coast Railway right of way.**



- 1) All traffic signal synchronization interconnection cable must be incased in conduit. The conduit is to be a schedule 40 Polyvinyl Chloride (PVC) or High Density Polyethylene (HDPE).
- 2) The conduit will be installed by Jack and Bore, or Directional Bore under the track structure at a minimum depth of five and one half (5 1/2) feet below top of tie. In addition, a minimum depth of four (4) feet below grade will be maintained for the duration of the conduit run while on the right of way.
- 3) The conduit will end in an at grade interconnecting pull box, provided by the installing agency or designated representative, and situated not greater than five (5) feet from the Railroad's instrument case.
- 4) The interconnection circuitry must be such that any break in the circuit will cause the traffic signal to enter the preemption mode.
 - A. All new installations will utilize a dual break circuit design consisting of 1 set of normally closed dry contacts in line with the signal control hot or positive leg and 1 set of normally closed dry contacts in line with the signal control return or negative leg.
 - B. In existing locations where a single break circuit is utilized, the control signal being sent to the Railroad's instrument case must be at a potential other than neutral or ground.

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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING REQUEST FOR WAIVER OF COMPETITIVE BIDS AND RETROACTIVE APPROVAL OF CHANGE ORDER NO. ONE TO THE CONTRACT WITH A NATIVE TREE SERVICE, INC. FOR ANNUAL ROADSIDE TRACTOR MOWING CONTRACT NO. 2 – ZONE E (MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT PROJECT NO. 621463)

Public Works Department

I. SUMMARY

This resolution authorizes the waiver of the competitive bidding process and seeks the approval of Retroactive Change Order No. One between **A Native Tree Service, Inc.** and Miami-Dade County for roadside tractor mowing services throughout Miami-Dade County.

II. PRESENT SITUATION

A Native Tree Service, Inc. was awarded Project No. 621463 for roadside tractor mowing including litter pick up, edge trimming, clearing and grubbing, and other miscellaneous landscape maintenance services, adjacent to improved County roads at various locations throughout the County.

While A Native Tree Service, Inc.. was mowing and picking up litter and other miscellaneous landscape maintenance services, National Landscaping, Inc. went out of business for zones A and B. During this time, S.P.E.C. Inc. and A Native Tree Service, Inc. were offered zones National Landscaping, Inc. serviced. S.P.E.C. Inc. declined the contract and Public Works Department (PWD) awarded the project to A Native Tree Service, Inc.

III. POLICY CHANGE AND IMPLICATIONS

Change Order No. One will increase the contract amount by \$123,750.00 (+) 17.45% and extend the contract completion date until June 9, 2004.

Some Commissioners have been hesitant to approve waiving the competitive bidding process, with the hope that the competitive bidding process is reflective of the diverse work force in our community. Commissioners are concerned that only certain segments of the community our receiving County contacts.

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IV. ECONOMIC IMPACT

The original contract amount was agreed upon by (PWD) to be:

\$225,562.21 for Zone A; \$180,125.41 for Zone B; \$115,023.55 for Zone C; \$264,125.51 for Zone D; \$236,339.82 for Zone E; \$197,209.65 for Zone F; and \$112,613.84 for Zone G.

The combined project total is \$3,993,000.00 for three years for all seven zones.

According to (PWD), increasing the original contract amount should cover compensation for A Native Tree Services, Inc. for work performed since December 2003 and provide continuity of service for six months or until a new contract is available for zones A and B.

Original Contract Amount:	\$709,019.46
Change Order No. One:	\$123,750.00
Adjusted Contract Amount:	\$836,415.45
Percentage increase:	(+) 17.97%

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

Please let me know if there are other contractors in zone E that could handle this type of work? If there are, please provide me their names and ethnicities.

How many minority firms were included in the bid process?

Do you foresee other zones needing change orders?

Please explain the unforeseen circumstances?

Please explain what happened to the surplus from zone G?

Please explain what happened to the entire surplus funds from zone D (I only see \$3,645.99)?

Please provide me a breakdown on the adjusted contract amount including this change order \$836,415.45.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING EXECUTION OF A TRI-PARTY AGREEMENT AMONG MIAMI-DADE COUNTY, THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA EAST COAST RAILWAY CO., LLC, AND CSX TRANSPORTATION, INC. FOR THE INSTALLATION OF RAILROAD CROSSING PROTECTIVE DEVICES AT FOUR LOCATIONS

Public Works Department

I. SUMMARY

This resolution recommends the authorization of a four Tri-Party Agreement among Miami-Dade County, the State of Florida Department of Transportation, Florida East Coast Railway Co., LLC (FEC) and CSX Transportation, Inc. for the installation and maintenance of the railroad crossing protective devices at four locations.

II. PRESENT SITUATION

Miami-Dade will participate in the improvement and maintenance of the railroad crossing devices under the Federal 90% and State 10% Matching Funds Program.

The Federal Aid Highway Safety Act established on 1973 and 1976 allocated funds to be utilized for rail-highway grade crossing protective devices at crossings on Non-Federal Aid routes.

Miami-Dade will not participate in the costs of the devices or the installation of the protective devices.

III. POLICY CHANGE AND IMPLICATION

None.

IV. ECONOMIC IMPACT

Miami-Dade County will be responsible for the annual maintenance at fifty percent for each cross protective device at a cost of \$2,820.00 and the other two crossing devices are \$3,540.00 of which Miami-Dade County is responsible for 50% of the cost. The other railroad companies will be responsible for the other fifty percent.

V. COMMENTS AND QUESTIONS

The funding for Miami-Dade's portion will come from the Secondary Gas Tax.

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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING REQUEST FOR WAIVER OF COMPETITIVE BIDS AND RETROACTIVE APPROVAL OF CHANGE ORDER NO. ONE TO THE CONTRACT WITH A NATIVE TREE SERVICE, INC. FOR ANNUAL ROADSIDE TRACTOR MOWING CONTRACT NO. 2 – ZONE F (MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT PROJECT NO. 621463)

Public Works Department

I. SUMMARY

This resolution authorizes the waiver of the competitive bidding process and seeks the approval of Retroactive Change Order No. One between S.P.E.C. Inc. and Miami-Dade County for roadside tractor mowing services throughout Miami-Dade County.

II. PRESENT SITUATION

S.P.E.C. Inc. was awarded Project No. 621463 for roadside tractor mowing including litter pick up, edge trimming, clearing and grubbing, and other miscellaneous landscape maintenance services, adjacent to improved County roads at various locations throughout the County.

While S.P.E.C. Inc. was mowing and picking up litter and other miscellaneous landscape maintenance services, National Landscaping, Inc. went out of business for zones A and B. During this time, S.P.E.C. Inc. and A Native Tree Service, Inc. were offered zones National Landscaping, Inc. serviced. S.P.E.C. Inc. declined the contract and Public Works Department (PWD) awarded the project to A Native Tree Service, Inc.

III. POLICY CHANGE AND IMPLICATIONS

Change Order No. One will increase the contract amount by \$188,100.00 and extend the contract completion date until June 9, 2004.

Some Commissioners have been hesitant to approve waiving the competitive bidding process, with the hope that the competitive bidding process is reflective of the diverse work force in our community. Commissioners are concerned that only certain segments of the community are receiving County contracts.

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IV. ECONOMIC IMPACT

The original contract amount was agreed upon by (PWD) to be:

\$225,562.21 for Zone A; \$180,125.41 for Zone B; \$115,023.55 for Zone C; \$264,125.51 for Zone D; \$236,339.82 for Zone E; \$197,209.65 for Zone F; and \$112,613.84 for Zone G.

The combined project total is \$3,993,000.00 for three years for all seven zones.

According to (PWD), increasing the original contract amount should cover compensation for S.P.E.C. Inc. for work performed since December 2003 and provide continuity of service for six months or until a new contract is available for zone F.

Original Contract Amount:	\$197,209.65
Change Order No. One:	\$188,100.00
Adjusted Contract Amount:	\$1,127,375.15
Percentage increase:	(+) 90.55%

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

How many minority firms were included in the bid process?

Do you foresee other zones needing change orders?

Please explain the unforeseen circumstances?

Please explain what happened to the surplus from zone G?

Please provide me a breakdown on what was incorporated into this contract from other zones?

Please explain what happened to the entire surplus funds from zone F?

Please let me know if there are other contractors in zone F that could handle this type of work? If there are, please provide me their names and ethnicities.

Will PTP funds be used for this project?

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

CONTRACT AWARD FOR ASR ULTRAVIOLET DISINFECTION SYSTEM LOCATED AT WEST WELL FIELD- 7200 SW 172ND AVENUE, SOUTHWEST WELL FIELD- 12350 SW 80TH STREET; CONTRACT NO. W-847; CONTRACTOR: UNITED ENGINEERING CORPORATION

Miami-Dade Water and Sewer Department

I. SUMMARY

Item represents an award for contract W-847 between United Engineering Corporation and Miami-Dade County for ASR Ultraviolet Disinfection System at the West and Southwest Well Fields.

II. PRESENT SITUATION

In order to comply with the water quality requirements of the Safe Drinking Water Act (Act), the department has to operate the Aquifer Storage and Recovery (ASR) system under restricted permit conditions. Operation of such requires Ultraviolet (UV) light disinfection system to ensure that the water to be injected meets water quality standards at all times.

III. POLICY CHANGE AND IMPLICATION

Project consists of constructing two raw water UV light disinfection systems for the Miami-Dade Water and Sewer Department's existing ASR wells, one system is for the West Well Field and the other is for the Southwest Well field.

Contract period is for 180 days.

IV. ECONOMIC IMPACT

Contract award \$3,774,200. (The original cost estimate is \$4,020,000.)

V. COMMENTS AND QUESTIONS

United Engineering is currently working on other contracts with the Miami-Dade Water and Sewer Department:

<u>Contract #</u>	<u>Description</u>
W-665B	John E. Preston Water Treatment Plant Softeners 7 and 8 disinfectant/disinfection by-products.
S-736A&B	24" Force Main in NW 107 Ave
S-750	North District Wastewater Treatment Plant Settling Tank No. 3, Storm Damage Repairs
S-740- 24	Force Main from Pump Station 416 to NW 177 St.

GOE ITEM 2(Y)

April 20, 2004

This contract does not qualify for the Community Work Force Program because the review Committee met on October 30, 2002, and the effective date of the Ordinance was for projects that went to the Review Committee on or after May 5, 2003.

April 20, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION AUTHORIZING REFUND OF PAYMENT OF WATER AND SEWER CONNECTION CHARGES PURSUANT TO SECTION 2-348 OF THE CODE OF MIAMI-DADE COUNTY TO LAUNDRY FUTURE L.L.C. D/B/A BLOOMERS COIN LAUNDRY

Water & Sewer Department

I. SUMMARY

This resolution authorizes the refund of payment of water and sewer connection charges to Laundry Future LLC d/b/a Bloomers Coin Laundry.

II. PRESENT SITUATION

GOE and the BCC have seen a similar request which was deferred 3 times by the BCC:
September 22, 2003 GOE Forwarded to BCC item 2BB
October 7, 2003 BCC Deferred item 7R1A
October 21, 2003 BCC Deferred item 7R1A
December 4, 2003 BCC Deferred item 7R1D

III. POLICY CHANGE AND IMPLICATION

This item differs from the prior item in that the Address of the applicant has been changed to reflect it is now in the City of Miami Gardens and a brief history of how many companies have received the exemption since 1997 was added.

IV. ECONOMIC IMPACT

The amount of the exemption is \$44,220.48.

V. COMMENTS AND QUESTIONS

The application was in process before the incorporation of Miami Garden and staff is recommending that it be grandfathered in.

April 20, 2004

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

ORDINANCE MODIFYING COMMUNITY COUNCIL CONFIGURATION, NUMBERS AND MEMBER ASSIGNMENTS AFTER ANNEXATION OR INCORPORATION; PERMITTING FUTURE MODIFICATIONS BY RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS AFTER PUBLIC HEARING; AMENDING SECTIONS 20-42 AND 2-43 OF THE CODE OF MIAMI-DADE COUNTY; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

Team Metro

I. SUMMARY

This ordinance will modify the current Community Council System. This is required as a result of Incorporation and Annexation of UMSA areas which the Councils previously had oversight.

II. PRESENT SITUATION

There are currently 14 Community Councils which cover UMSA. Each Council contains six (6) subareas. The Council's are made up of seven (7) members, six elected at large and one appointed by the Board of County Commissioners.

When an area of a Council is Incorporated or Annexed, the number of members is reduced putting the Council in violation of the Ordinance which created it.

III. POLICY CHANGE AND IMPLICATION

This Ordinance will modify the County Code to reduce the number of Councils to no more than ten with no more than six subareas. The membership shall remain the same. When, as a result of municipal incorporation or annexation, a Community Council does not have enough members in office to act, the BCC may through resolution reassign the remaining areas of the affected Community Council to a different Council and modify the total number of Councils accordingly. The Reassigned members shall serve until the next first state primary election.

IV. ECONOMIC IMPACT

N/A

V. COMMENTS AND QUESTIONS

How many members will a Council which receives members have?

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

*ORDINANCE PERTAINING TO ZONING AND ENVIRONMENTAL PROTECTION;
CREATING ARTICLE XI, SECTION 33-152 ET SEQ. OF THE CODE OF MIAMI-
DADE COUNTY, FLORIDA TO PROVIDE FOR ROCKMINING OVERLAY ZONING
AREA; AUTHORIZING ROCKMINING AND ANCILLARY USES, CONTROL OF SUCH
USES, AND WAIVER OF RIGHTS-OF-WAY IN OVERLAY ZONING AREA;
REQUIRING APPLICATION TO THE BOARD OF COUNTY COMMISSIONERS FOR
CERTAIN ANCILLARY USES TO ROCKMINING; AMENDING SECTIONS 33-13 AND
33-314 OF THE CODE; AMENDING SECTION 24-58.9 OF THE CODE OF MIAMI-
DADE COUNTY, FLORIDA, RELATING TO TIME OF COMPLETION OF WORK;
PROVIDING SEVERABILITY, INCLUSION IN THE CODE AND AN EFFECTIVE
DATE*

Commissioner Jose "Pepe" Diaz
Commissioner Bruno A. Barriero
Commissioner Natacha Seijas
Commissioner Rebeca Sosa

I. SUMMARY

Item would authorize most rockmining activities within the lakebelt area of Miami-Dade County to occur as a matter of right-without the requirement for public hearing regarding unusual use.

II. PRESENT SITUATION

Currently, rockmining activities occurring in Miami-Dade County require a public hearing to take place. This public hearing takes place at community council meetings. There is a cost associated with seeking an unusual use permit to conduct rockmining (including scheduling hearings, advertising in local newspapers, the actual permit, etc.) In general, the process takes at least three months.

III. POLICY CHANGE AND IMPLICATION

Changes to the current Code include:

Sec. 33-13. Unusual uses.

- Adds language that specifically excludes lake excavation(s) that are expressly allowed in the "Rockmining Overlay Zoning Area" (ROZA) as defined in Article XI, Sec. 33-152 of the Code of Miami-Dade County.

Sec. 33-152. ROZA. Definitions.

- Addition of definitions to provide for rock mining activities and uses ancillary to rock mining as allowable uses, include asphalt plant, cement plant, concrete batching plant or ready-mixed concrete plant, concrete block plant, prestressed and precast concrete production plant, ROZA (legal description), rock crushing and screening plant, and rockmining.

GOE ITEM 3(A) Sub.

April 20, 2004

Sec. 33-153. Districts and Locations Where Rockmining Uses are Permitted.

- All regulations underlying zoning districts apply within ROZA except for:
 1. Height restrictions (currently, 35 feet)
 2. Setback Regulations within ROZA all buildings, structures and equipment shall be setback a minimum of 25 feet from all property lines under different ownership, except that no setback regulation is imposed upon conveyor belts and/or the systems or equipment used for the transportation of raw materials, etc.
 3. Off-street parking regulations

Sec. 33-154. Uses Permitted by this Article

- General rockmining and ancillary uses thereto.

Sec. 33-155. Control of Rockmining Uses

- Describes the proposed administrative approval process for obtaining a rockmining certificate of use upon compliance with the terms and conditions for this activity.

Sec. 33-156. Minimum Landscaped Open Space, Mitigation Areas and Littoral Zones.

- Due to the nature of the uses, these areas shall constitute compliance with the landscaped open space requirements.

Sec. 33-157. Zoned Rights-of-Way

- Rights-of-way shall not be required, as long as affected properties are utilized for the uses permitted and are not needed for access to non-rockmining properties that are otherwise landlocked.

Sec. 33-314. Direct applications and appeals to the County Commission.

- Amendment adding sub-section (12) Applications for uses ancillary to bona fide rockmining pursuant to Sec. 33-154(c) of this Article.

Sec. 24-58.9. Time of Completion of Work; Extension of completion time and new permits for incomplete work

- Class IV short form permits for rockmining will be 10 years (currently, 5)
- Class IV short form permits for rockmining for which a public hearing has been requested pursuant to Section 24-58.2(I)(B)(1) for 10 years (currently, 5)
- Class IV standard form permit for rockmining for 10 years (currently, 5)

IV. ECONOMIC IMPACT

Staff estimates the impact to be minimal.

GOE ITEM 3(A) Sub.

April 20, 2004

V. COMMENTS AND QUESTIONS

In the item, ROZA is given a legal description, but a map was not readily available. ROZA falls under the area that has been designated by the Florida Legislature as the "Miami-Dade County Lake Belt Area". The use that this permits is expressly related to mining industries. Currently, most of the Lakebelt area is zoned GU or Agricultural.

If adopted, applications for Rockmining will simply go to Miami-Dade County and both the Department of Environmental Resources and Management and the Department of Planning and Zoning would have to review the application and approve the application. (A similar permit process occurs today after the public hearing process approval) There would be no public hearing component. In addition, the timing for the application process for rock mining application would be significantly reduced, as it would be for the administrative component only.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

ORDINANCE PERTAINING TO MINIMUM MAINTENANCE STANDARDS FOR PROPERTY IN THE UNINCORPORATED AREAS OF MIAMI-DADE COUNTY; MODIFYING CHAPTER 19 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA (THE "CODE"); AMENDING SECTIONS 19-3, 19-8, 19-12, 19-13, 19-15.3, 19-15.5, 19-15.12 OF THE CODE; PROVIDING AUTHORITY FOR ENFORCEMENT BY CIVIL PENALTY; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

Senator Javier Soto
Dennis C. Moss

I. SUMMARY

This item proposes changes to the Code of Miami-Dade County as it relates to maintenance standards in UMSA. The changes are as follows:

Code	Current code	Proposed change	Analysis
19-3 (A) (5)	The length of time the property has remained in its present location	Evidence that it has not moved within 72 hours, including evidence that one or more tires have been raised on jacks/blocks	More detail in what suffices for evidence the property has been abandoned.
19-3 (AA)	Adding additional language	Adds definition for advertising device. (2) Items in an enclosed structure or shed will not be considered junk	There is a proposed change in 19-15.2 Removes carport and inserts enclosed structure.
19-8 (A)	Adding additional language	Adds junk definition as in 19.3(j)	House cleaning in nature
19-8 (c)	Adding additional language	Adds Vehicle covers in items listed as concealing junk	Would remove the ability to hide a vehicle considered junk under a car cover to avoid the code provisions
19-11	Adding additional language	Adds language "or the permit lapse"	Requires removal of items if permit lapse

19-12 (A) (B) (C)	Requires property to be removed within 10 days and gives 10 days to file a show cause motion	Changes 10 days to 5 in all cases	Reduces time that property will be left abandoned due to administrative reasons
19-13 (D)	Adding new language	Adds new language to ban open air storage of items in residential zoning areas, except for usable lawn /pool /toys, Ag. equipment	Creates more restrictive allowable use to improve quality of life environment. \$100 fine
19-15.3	Adds new language	Adds new language to require parking lot striping for strollers and parking spaces.	House cleaning to comply with current code 33-122.2
19-15.5	Adds new language	Requires litter containers for places that sell food/beverages	Requires compliance with site plan Designed to reduce litter at these establishments (\$100)

Code	Current Code	Proposed Change	Analysis
19-15-.5 (F)	New language	Adds language requiring screening for service areas, waste disposal areas and requires that you must comply with the site plan	Blocks these items from normal sight and requires that site plans be complied with. (\$500 fine)
19-15.12	New language	Prohibits vehicles from being parked and used for advertising purposes	Prohibits the marking up of vehicles and parking them for long periods of time for advertising purposes.

II. PRESENT SITUATION

This item proposes changes to the current code. The Board approved the current code on 7/8/2003.

III. POLICY CHANGE AND IMPLICATION

Consistent with current Board policy(s) on improving the quality of life through code improvements for UMSA.

IV. ECONOMIC IMPACT

Staff has written that these changes represent no fiscal impact to Miami-Dade County. This assumption is based on the thought that no new personnel would be added to enforce the new code changes and that the new changes will be revenue neutral.

The changes may have at least a minimum impact on the private sector which has to comply with the new changes.

V. COMMENTS AND QUESTIONS

The major changes from the last time this item was before us is the removal of the liter bins in the drive thru and the better definition of items that are allowed including recreation equipment and normal items found in lawns and porches. The item as written appears to strike a good balance between the ability of homeowners to enjoy their property and the desire of the community to set standards. This is a very common approach found in communities with home owner associations that require very strict adherence to the standards in order to maintain the quality of the neighborhood.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION DIRECTING THE COUNTY MANAGER TO CONDUCT A COMPREHENSIVE STUDY ON THE EFFECTS OF UNPRECEDENTED POPULATION AND HOUSING GROWTH ON THE URBAN DEVELOPMENT BOUNDARY IN SOUTH AND SOUTHWEST MIAMI-DADE COUNTY AND THE IMPACTS OF INFILL DEVELOPMENT ON THE PROCESS OF GENTRIFICATION AND DISPLACEMENT OF CURRENT RESIDENTS WITH LIMITED MEANS, WITH THE PURPOSE OF DEVELOPING POTENTIAL AMENDMENTS TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN, AND FURTHER DIRECTING THE COUNTY MANAGER TO ALLOCATE APPROPRIATE RESOURCES FOR CONDUCTING THE STUDY

Commissioner Dennis C. Moss

I. SUMMARY

This resolution would mandate that the County Manager prepare a study on the tremendous population and housing growth in the South and Southwest portions of Miami-Dade County.

II. PRESENT SITUATION

The Department of Planning & Zoning (DP & Z) is currently working on two studies, one of which is a joint study with the South Florida Regional Planning Council (SFRPC) and the South Florida Water Management District (SFWMD), and this **may** impact the current location of the Urban Development Boundary (UDB). The Agriculture and Rural Area study conducted by DP & Z will include an analysis of the long-term economic outlook for the Miami-Dade County agriculture industry. The above described joint study is intended to develop an integrated land use and water management strategy for southeastern Miami-Dade County. In addition to the previous study, a need was identified to study the impact of tremendous population and housing growth in the South and Southwest portions of Miami-Dade County.

III. POLICY CHANGE AND IMPLICATION

This item would require the County Manager to conduct a separate study which includes:

- Analyzing the effects of unprecedented growth on the Urban Development Boundary;
- Identifying and assessing the impact of infill development on gentrification and displacement of current residents with limited means;
- Proposing a CDMP policy amendment that includes housing policies that affect all residents, and changes to existing land use designations.

III. ECONOMIC IMPACT

The economic impact associated with this item could entail the hiring of consultants to conduct the study, and other administrative costs.

IV. COMMENTS AND QUESTIONS

A movement entitled the *The Hometown Democracy Initiative Referendum*, co-founded by attorneys Lesley Blackner and Ross Burnaman, could impact the way that many planning and zoning decisions are made.¹ Should this initiative successfully make it on the ballot, and subsequently be passed by voters, it would give the voting public, instead of governmental entities, the power to make changes in comprehensive plans and zoning decisions.

¹ <http://www.floridahometowndemocracy.com/>

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

SAFE LITE MONITORING SYSTEM PILOT PROGRAM; CONSULTANT REPORT ON THE OBSERVATIONS OF THE MONITORING SYSTEM FOR STREET LIGHT INSTALLATIONS

Public Works Department

I. SUMMARY

This resolution authorizes the Board of County Commissioners to accept the Safe Lite Monitoring System Pilot Program Report. This report illustrates Martin-Vilato and Associates review and evaluation on the monitoring system for street light installations.

II. PRESENT SITUATION

Public Works Department (PWD) along with Horsepower Electric, Inc., initiated a Pilot Program to evaluate the "Safe Lite Monitoring System." The system should improve the safety, and provide greater levels of protection to the public. A total of ten circuits of 385 street lights were tested.

Project began: September 9, 2002

Approximate completion date: March 9, 2004

Cost: \$200,000.00

The monitoring system will allow a technician to monitor street light systems and detect a number of unsafe situations that may be hazardous to the general public. For example, the system has a unique capability to immediately shut the street light energy source off.

The Safe-Lite Monitoring System will monitor ground faults, grounding continuity Knock-down pole, door open warning, circuit overloads and weather emergencies.

This is an important step for the County to prevent further electrocution of innocent bystanders on Dade-County Streets. From 1998 through 2000 at least seven people were killed by convergence of dangerous conditions inside a light poles and failures of safety cutoff switches.

III. POLICY CHANGE AND IMPLICATION

Martin-Vilato concluded the following:

The demonstration was conducted live via CCTV cameras;

The system responded well under actual field conditions;

Many emergency situations were injected into the system to handle. According to the review, all the incidents were addressed by the Safe-Lite system.

IV. ECONOMIC IMPACT

Public Works Department will further monitor the system and make future recommendations. The financial short-term impact to the County is \$200,000.00.

V. COMMENTS AND QUESTIONS

By time of printing, staff did not respond to the following questions:

Please indicate the funding source for the \$200,000.00?

How will the system detect frayed wires or wires not installed correctly inside light poles? Signals are received on a continuous basis at the control center, damaged wiring or other life threatening situations are detected and the system is automatically turned off.

According to Martin-Vilato and Associates, "the system is so sensitive that problems that may go unnoticed for a long time with out the monitoring system will become immediately apparent before they actually become a serious problem."

OBSERVATIONS:

- The Vendor has obtained a patent on the monitor system as well as U.L. Listing of the monitoring panel.
- During the test year, the Vendor indicated that various internal components of the Monitor Panel were upgraded. The latest panel design that was shown to us, is of stainless steel construction and has a built-in photocell.
- Field components of the system include the monitoring wiring and pole knock down detector switches to allow the system to operate at full capacity.
- The System is quite sensitive, so as part of the system installation at each service point, the Vendor shall conduct all necessary tests and perform all required adjustment.
- At present, the System detects cuts in the grounding wire. The Vendor stated that the new panels will also detect cuts in the hot and neutral wires.
- The present panels establish communication with the Central Station via telephone modems, the Vendor States that he will be switching to radio communication to speed-up the Polling Time.
- Each System Panel is autonomous in detecting conditions that affect human safety and acts by itself accordingly by shutting down the power immediately, if necessary, without the need of a remote command from the Central Station.

CONCLUSION:

System operates in full accord with Vendor's claims stated in their proposal of January 24, 2002.

The System is so sensitive that problems that may go unnoticed for a long time w/o the Monitoring System will become immediately apparent before they actually become a serious problem.

System detects immediately damages to the lighting installation created by other Contractors working underground in the vicinity of the light poles.